

REMARKS

Reconsideration of the application in view of the above amendments and the following remarks is requested. Claims 1--13 and 15-16 are now in this application.

In paragraphs 1 and 2 the Examiner has rejected the claims as being indefinite. "which is carried by the bicycle frame" has been amended to read, "adapted to be carried by the bicycle". It is the applicant's intention to claim only a bicycle trailer and not a trailer in combination with a bicycle. As specified in claim 1, no unique structure of the releasable hitch is asserted. The releasable hitch shown in the Everett patent cited by the Examiner shows a frame mounted portion carried by the bicycle. In paragraph 2(b) the Examiner noted that the phrase "such as" rendered the claim indefinite. In claims 11 and 14 the phrase "such as utilised on the wheels of bicycles" has been deleted. In 2(c) the Examiner noted that it was unclear in claim 7 if "a lower and an upper side portion" is the same or different than the 'upper side portions" as recited in claim 3. In claim 7 [a lower and upper side portion of the trailer.] has been deleted and replaced by one of the lower side portions, and a corresponding upper side portion of one of the rectangular frame members of the trailer thereabove. It is believed that this change should clarify the applicant's intention.

In paragraphs 3 and 4 the Examiner rejects claims 1 and 2 as anticipated by Dinkins. Claim 1 has been amended. The trailer now is described as having "upright releasable spacing limitation [maintenance] means extending between the two rectangular members to

restrain the frame from laterally compressing and heightening, said limitation means being releasable so that the trailer can be laterally collapsed without disassembly; and having a trailer bottom portion extending between the lower side portions of the rectangular frame members to restrain the frame from laterally extending and flattening. The trailer in Dinkins does not have a spacing limitation means extending between a top and bottom portion of the frame. Rather the tub 120 is carried by and within the webbing of the frame. The lateral straps 120 do not restrain the frame from flattening. This is not needed with the tub 120. However, the tub has disadvantages. It adds significant weight and expense. For a bicycle trailer which is usually only used a few months of the year during the summer, and stored most of the year - considerably more storage space is required. Bicycles, particularly top of the line bicycles are extremely light. The structure of Dinkins, with its substantially inherent significantly greater weight, would not be preferred. The pivoting rectangular frame in the applicant's invention forms a rigid frame, both vertically and horizontally. In the case of Dinkins the frame is neither fixed vertically nor horizontally. Its webbed interior only takes a rigid form when the tub is placed therein. The structure and internal stresses therein are substantially different.

Claim 11 has been amended to emphasize the use of an eccentric lever pulling on a shaft for the disconnect of the trailer from the bicycle mounted portion thereof. It is believed that no other bicycle trailer has such a convenient and quickly disconnected and connected hitch. Claim 12 has been amended to emphasize the advantages of mounting the bicycle mounted portion to the bicycle axle. It is believed this mounting position is superior to that

shown in the prior art. Claim 13 implies that the turning movement between the trailer and the connected bicycle exceeds 90 degrees about a longitudinal axis through the bicycle and connected trailer. This amount of turning is needed to allow a bicycle to be laid down while connected to the trailer. The ability to lay the bicycle down is frequently advantageous. If the bicycle is stopped off the roadway the surface is frequently too soft to hold the bicycle upright if it is on a stand. If there is any cross wind, even the hard surface of a roadway is insufficient to maintain the bicycle in an upright position. Again, none of the prior art shows a trailer having the capability of allowing such a longitudinal turning and thus allowing a bicycle to be laid down while attached to a bicycle trailer.

It is respectfully suggested that the application as amended should be allowed.

As this response is timely submitted no fees are enclosed.



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